

A "TIPEECLE" PICTURE.

Stewart's \$30,000 Affair to be Brought to Chicago. The Art Review, just issued, contains a clever burlesque on A. T. Stewart's extensive allegorical picture, in the shape of an order from one Jubal Lee, of Chicago, which we reproduce below:—

Chicago, May 1, 1870.—Hon. E. B. Washburne, United States Minister, etc. Parris—Dear Sir:—Having learned some facts relative to the allegorical picture recently painted by a Parris artist, for Mr. Stewart, of which is said to be a great affair, and having resolved to beat Stewart, as I have yielded to No 1 in Chicago, in my devotion to Art as a patron of the same to the extent of my limited Means.

Mr. Washburne I want an Allegorical Piet, 42 ft. x 36 or thereabouts, at least twice larger by a clean yard ea. way than Stewart's and web is to be typical of the hist. and character of our Great Western Metropolis. You know what Chi. is and what she is bound to be the four most City of the Globe right you go ahead and give the Order to such Artist as you may select subject to the hints below.

I don't want Stewart's artist. I want some body who can beat him handsome Just white-wash him every time. I like Mr. Chromo very well his work is very popular in Chicago. If he is in Parris please engage him at any price under \$50,000.

My ideas as to the Piet. air these: 1st To Be 42x36 feet as I have already stipled. 2d To Be of good stout canvass, with good Quality of oil, color and Varnish—he to furnish Frame 1st class Frame.

3d To Contain follow'g Objects typical of Chicago: (1) One Grain Elevator, Chicago Pattern, with seven (7) vessels discharging Rejected wheat and seven (7) do receiving No. 1 do. Tipeecle of Chi. ingenuity.

(2) Thirty R. R. Trains all diverging into one depot from all pts of Compass. (3) Sixty Tugs towing Lumber Vessels up and Down a small River (lay it on thick for the River), and 60,000 people a waiting at the Bridges for the Tugs to pass. (Throw as much Impatience as possible into faces of people aforesaid).

These objects will occupy the four ground. Then in the background I want Following Objects: (1) Sale of real estate, representing round lot of acre property going for \$50 an Acre; also same going next year at \$50 a foot front. (Tipeecle of Rapp'd Rice of Chi. Property.)

(2) Scene on Change representing speculator with \$250 in his pocket, delling 100,000 wheat Buyer's Option all August (Tipeecle of Boldness and Enterprise of Chi.)

(3) Divorce suit in Court tipeecle of uncertainty of life Particularly married life. Also, exterior of Chicago Court House of which I send you a copy in plain Black and White. (4) Fifteen Base Ball players evaporating amid the clouds. Nine (9) players in white hose and six (6) Backers in sack cloth. (They will do for Angels in the Clouds.)

(5) Two goddesses Goddess of Enterprise receiving Piece offerings from Goddess of Industry. Industry surrounded by sheaves ect. tipeecle of Agriculture, and Enterprise wearing helmet of Brass, let down over the face, and leaning upon building 9 stories high with French Roof and Marble fl. tipeecle of Enterprise. (Make Limbs of G'ssees plump and handsome.)

(6) Three Female Figures nearly nude tipeecle of Past Present and future, Present about life size, with head of Past just sticking out of pocket. Past very small and Magger. Future so Large as to be crowded off the Canvass all except foot, leg, and hand, just ready to Gobble up Present Tipeecle of Progress.

The position of these objects to be somewhat according to the diaphram given below: 1st sale of Real Estate. 2d Goddess of Ent. 3d Court House. 4d Base Ball Club. 5d Divorce. 6d Grain Elevator. 7d R. R. Trains. 8d Tugs. 9d Grain Elevator. 10d R. R. Trains. 11d Tugs. 12d Grain Elevator.

You know, Mr. Washburne, that as everything in a Piet, depends on what we call Atmosphere of the Piece I ford to you per cent extra for the river Water, which you can present the artist with my compliments. He can judge by taking a few whiffs of the Atmosphere will be about Here.

Please attend to this and send Bill for yr. services. Your obt. servt., JUBAL LEE. P. S.—Beat Stewart's Piet. if its in the cards to do it and draw as required.

ENGLISH UNDERTAKERS.

How Mr. Dickens began a Reform. The Pull Mail Gazette has the following:—

The undertakers have seldom received such a severe blow as that dealt to them by Mr. Dickens will. "I emphatically direct that I be buried in an inexpensive, unostentatious, and strictly private manner; that no public announcement be made of the time or place of my burial; that at the utmost not more than three plain mourning coaches be employed, and that those who attend my funeral wear no scarf, cloak, black bow, long bow, or other such revolting absurdity."

This is plain speaking, and the grim revens who hover round the house of mourning with the view of turning tears into cash will be all in a flutter when they read this expression of opinion with regard to their trade, uttered by one whose voice has none the less influence because it proceeds from the grave. Lord Derby, Lord Clarendon, and Mr. Dickens have all set an example which the vulgar and ignorant will do well to follow, of simplicity in their funerals. The day will come when we, or rather our descendants, will wonder that undertakers were ever permitted to trade upon our sorrows in the present disgraceful fashion.

In any cases out of ten, when the head of a family dies, every sixpence is of value, and nothing more lamentable can be conceived than that the hard-earned savings intended to provide for the necessities of wife and children should be squandered on black kid gloves and silk handkerchiefs for second cousins, doctors, servants, and others who are mere puppets in the hands of the undertaker to help him to plunder the family of the deceased. If one or two dukes and duchesses would have the kindness to direct that their remains were to be deposited in the ground without having a brick vault specially made to receive them, the middle class would at once consent to be buried in a similar manner; and this would cut off the bricklayer, who, with the haberdasher, joins the undertaker in the work of extortion. Brick vaults are but attempts to fight with nature, who, in the long run, will be victorious. We have much to learn and much to unlearn on this subject; but the day will come when we shall conquer our prejudices, and not be afraid to say the portly undertaker, as he solemnly stalks through the streets at the head of a funeral procession:—"My dear sir, instead of being as you imagine an imposing object, you are, in the words of Mr. Dickens, simply a revolting absurdity."

WICKED LONG BRANCH.—From all quarters comes the same sad story about the naughtyness of Long Branch. The Springfield Republican correspondent says:—The accessibility of this place to New York accounts in a large measure for its mixed humber population. It is so easy to come here to remain for a short time and get away from the foul air of the city, that it is no wonder the place is thronged. It is my belief, after a long residence in Washington, proverbial as a den of iniquity, that Long Branch is the wickedest place in the United States, or at any rate in New Jersey, which is perhaps more to the purpose. We hear much of it, we ladies, far more than some of us care to have poured in our ears. We hear that at the "Club House" are nightly to be found not only young men, but old ones, fathers of families, and, worse still, very young boys. We hear that sometimes young men come from the city on Saturday with plenty of money for expenses for several days, and lose every cent in one night, and are obliged to leave without paying their bills. I heard of a very sad case of the kind recently. A young man, who wanted to see what "Chamberlain's" was like, went there to look, but five dollars he could not trust himself to stop when that was gone. He returned with an empty pocket-book, two hours afterwards, and a face like ashes, mortified and distressed beyond measure, as he was obliged to ask the favor of the proprietors of the hotel to allow him to return to his home and send the amount owing for board in a few days.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE. Philadelphia and the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, North-west, and the Canada.

SPRING ARRANGEMENT. Of Passenger Trains, May 10, 1870. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION. At 7:30 A. M. for Reading, Pottsville, and intermediate stations, and Allentown, returning, leaves Reading at 9:30 A. M. arriving in Philadelphia at 2 P. M.

MORNING EXPRESS. At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, York, Carlisle, Chambersburg, Hagerstown, etc.

At 9:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Conowing, etc., and the 8:15 P. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS. Leaves Philadelphia at 2:30 P. M. for Reading, Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION. Leaves Philadelphia at 4:30 P. M., stopping at intermediate stations; arrives in Pottsville at 8 P. M., and returns, leaving Pottsville at 10:30 P. M., arriving in Philadelphia at 1:30 P. M.

At 5:15 P. M. train connects at READING with East Pennsylvania Railroad trains for Conowing, etc., and the 8:15 P. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Williamsport, York, Chambersburg, Pinegrove, etc.

At 7:30 A. M. and 4:30 P. M. and Reading at 7:30 A. M. and 4:30 P. M., stopping at all way stations; arrive in Philadelphia at 10:30 A. M. and 7:30 P. M.

At 8:15 A. M. and 5:15 P. M. train connects at READING with East Pennsylvania Railroad trains for Conowing, etc., and the 8:15 P. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Williamsport, York, Chambersburg, Pinegrove, etc.

At 9:30 A. M. and 6:30 P. M. train connects at READING with East Pennsylvania Railroad trains for Conowing, etc., and the 8:15 P. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Williamsport, York, Chambersburg, Pinegrove, etc.

At 10:30 A. M. and 7:30 P. M. train connects at READING with East Pennsylvania Railroad trains for Conowing, etc., and the 8:15 P. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Williamsport, York, Chambersburg, Pinegrove, etc.

At 11:30 A. M. and 8:30 P. M. train connects at READING with East Pennsylvania Railroad trains for Conowing, etc., and the 8:15 P. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Williamsport, York, Chambersburg, Pinegrove, etc.

At 12:30 P. M. and 9:30 P. M. train connects at READING with East Pennsylvania Railroad trains for Conowing, etc., and the 8:15 P. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Williamsport, York, Chambersburg, Pinegrove, etc.

At 1:30 P. M. and 10:30 P. M. train connects at READING with East Pennsylvania Railroad trains for Conowing, etc., and the 8:15 P. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Williamsport, York, Chambersburg, Pinegrove, etc.

At 2:30 P. M. and 11:30 P. M. train connects at READING with East Pennsylvania Railroad trains for Conowing, etc., and the 8:15 P. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Williamsport, York, Chambersburg, Pinegrove, etc.

At 3:30 P. M. and 12:30 P. M. train connects at READING with East Pennsylvania Railroad trains for Conowing, etc., and the 8:15 P. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Williamsport, York, Chambersburg, Pinegrove, etc.

At 4:30 P. M. and 1:30 P. M. train connects at READING with East Pennsylvania Railroad trains for Conowing, etc., and the 8:15 P. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Williamsport, York, Chambersburg, Pinegrove, etc.

At 5:30 P. M. and 2:30 P. M. train connects at READING with East Pennsylvania Railroad trains for Conowing, etc., and the 8:15 P. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Williamsport, York, Chambersburg, Pinegrove, etc.

At 6:30 P. M. and 3:30 P. M. train connects at READING with East Pennsylvania Railroad trains for Conowing, etc., and the 8:15 P. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Williamsport, York, Chambersburg, Pinegrove, etc.

At 7:30 P. M. and 4:30 P. M. train connects at READING with East Pennsylvania Railroad trains for Conowing, etc., and the 8:15 P. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Williamsport, York, Chambersburg, Pinegrove, etc.

At 8:30 P. M. and 5:30 P. M. train connects at READING with East Pennsylvania Railroad trains for Conowing, etc., and the 8:15 P. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Williamsport, York, Chambersburg, Pinegrove, etc.

At 9:30 P. M. and 6:30 P. M. train connects at READING with East Pennsylvania Railroad trains for Conowing, etc., and the 8:15 P. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Williamsport, York, Chambersburg, Pinegrove, etc.

At 10:30 P. M. and 7:30 P. M. train connects at READING with East Pennsylvania Railroad trains for Conowing, etc., and the 8:15 P. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Williamsport, York, Chambersburg, Pinegrove, etc.

At 11:30 P. M. and 8:30 P. M. train connects at READING with East Pennsylvania Railroad trains for Conowing, etc., and the 8:15 P. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Williamsport, York, Chambersburg, Pinegrove, etc.

At 12:30 A. M. and 9:30 P. M. train connects at READING with East Pennsylvania Railroad trains for Conowing, etc., and the 8:15 P. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Williamsport, York, Chambersburg, Pinegrove, etc.

At 1:30 A. M. and 10:30 P. M. train connects at READING with East Pennsylvania Railroad trains for Conowing, etc., and the 8:15 P. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Williamsport, York, Chambersburg, Pinegrove, etc.

At 2:30 A. M. and 11:30 P. M. train connects at READING with East Pennsylvania Railroad trains for Conowing, etc., and the 8:15 P. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Williamsport, York, Chambersburg, Pinegrove, etc.

At 3:30 A. M. and 12:30 P. M. train connects at READING with East Pennsylvania Railroad trains for Conowing, etc., and the 8:15 P. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Williamsport, York, Chambersburg, Pinegrove, etc.

At 4:30 A. M. and 1:30 P. M. train connects at READING with East Pennsylvania Railroad trains for Conowing, etc., and the 8:15 P. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Williamsport, York, Chambersburg, Pinegrove, etc.

RAILROAD LINES.

1870.—FOR NEW YORK.—THE CAMDEN AND DELAWARE RAILROAD and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

At 6:30 A. M. Accommodation, and 7 P. M. Express, via Camden and Amboy, and at 8 A. M. Express, via Trenton and Camden, and 9:30 P. M. Accommodation, via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN RAILROAD. At 6 A. M. and 3:30 P. M. for New York, Long Branch, and Newark, and 11:30 P. M. for Trenton.

At 6:30 A. M. and 10 A. M. 12 M. 2 P. 3:30, 5, 6, 8, and 11:30 P. M. for Haddonfield, Florence, Burlington, Beverly, Delaware, and Riverton.

At 6:30 and 10 A. M. 12 M. 2 P. 3:30, 5, 6, 8, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Fairton City, Wisconsin, Hedgesburg, and Frankford.

FROM TRENTON DEPOT. At 7:30 A. M. 2:30, 5:30, and 8 P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for Bristol.

At 7:30 A. M. 2:30, and 5 P. M. for Morrisville and Trenton, and at 10:45 A. M. 2:30, 5, and 6 P. M. for Schenck's, Edgington, Cornwells, Torresdale, and Philadelphia.

At 7 A. M. 12:30, 5:15, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction. At 7 and 10:45 A. M. 12:30, 2:30, 5:15, 8, and 7:30 P. M. for Philadelphia, Wissinoming, Hedgesburg, and Frankford.

FROM WEST PHILADELPHIA DEPOT. At 7 and 9:30 A. M. 12:45, 6:45, and 12 P. M. for New York Express Lines, and at 11:30 P. M. for Trenton and Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Edgington, Cornwells, Torresdale, Hedgesburg, and Frankford.

At 12:30 and 3 P. M. Lines will run daily. All other Sundays excepted. Sunday Lines leave at 9:30 A. M. 6:40 P. M., and 11:30 P. M.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, and Tonawanda, and at 11:30 P. M. for Ontario, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schuylkill, and Elmira.

At 7:30 A. M. for Seneca Falls, Waterloo, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects with the train leaving Easton for Marlborough, Newburyport, and Boston.

At 5 P. M. for Lambertville and intermediate stations. CAMDEN AND BURLINGTON COUNTY AND BERKERTON AND HIGHTSTOWN RAILROADS.

At 7 and 9 A. M. 1:15, 3:30, 6, and 9:30 P. M. for Merchantville, Moorestown, Hartford, Mansfield, Hainesport, and Mount Holly.

At 7 and 9 A. M. 1:15, 3:30, and 6 P. M. for Smithton, Ewingville, Vincoctown, Birmingham, and Medford.

At 7 and 10 A. M. 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Horn Brook.

At 7 A. M. 1 and 3:30 P. M. for Cream Ridge, Imlaytown, Sharon, and Hightstown. August 1, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE. COMMENCING MONDAY, JUNE 8, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

For Baltimore at 9:30 A. M. (Sundays excepted), for Wilmington at 11:30 A. M. (Sundays excepted), for Philadelphia at 1:30 P. M. (Sundays excepted).

At 11:30 A. M. train connects with the Philadelphia and Delaware Railroad at Philadelphia, and with the Philadelphia and Baltimore Railroad at Philadelphia.

At 1:30 P. M. train connects with the Philadelphia and Delaware Railroad at Philadelphia, and with the Philadelphia and Baltimore Railroad at Philadelphia.

At 3:30 P. M. train connects with the Philadelphia and Delaware Railroad at Philadelphia, and with the Philadelphia and Baltimore Railroad at Philadelphia.

At 5:30 P. M. train connects with the Philadelphia and Delaware Railroad at Philadelphia, and with the Philadelphia and Baltimore Railroad at Philadelphia.

At 7:30 P. M. train connects with the Philadelphia and Delaware Railroad at Philadelphia, and with the Philadelphia and Baltimore Railroad at Philadelphia.

At 9:30 P. M. train connects with the Philadelphia and Delaware Railroad at Philadelphia, and with the Philadelphia and Baltimore Railroad at Philadelphia.

At 11:30 P. M. train connects with the Philadelphia and Delaware Railroad at Philadelphia, and with the Philadelphia and Baltimore Railroad at Philadelphia.

At 1:30 A. M. train connects with the Philadelphia and Delaware Railroad at Philadelphia, and with the Philadelphia and Baltimore Railroad at Philadelphia.

At 3:30 A. M. train connects with the Philadelphia and Delaware Railroad at Philadelphia, and with the Philadelphia and Baltimore Railroad at Philadelphia.

At 5:30 A. M. train connects with the Philadelphia and Delaware Railroad at Philadelphia, and with the Philadelphia and Baltimore Railroad at Philadelphia.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD. AFTER 5 P. M. SUNDAY, JULY 10, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET STREETS, whenever reached directly by 11:30 A. M. train leaving Front and Market streets thirty minutes before its departure. The Chestnut and Walnut streets cars run within one square of the Depot.

Sleeper-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chestnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at Depot. Orders left at No. 901 Chestnut street, or No. 118 Market street, will receive attention.

STATIONS LEAVE DEPOT. 8:00 A. M. Paoli Accommodation, 10 A. M. and 12:30 and 7:10 P. M. Fairless Express, 12:30 P. M. Erie Express, 1:30 P. M. Harrisburg Accommodation, 2:30 P. M. Lancaster Accommodation, 4:30 P. M. Parkersburg Express, 5:30 P. M. Cincinnati Express, 6:30 P. M. Erie Mail and Pittsburgh Express, 10:30 P. M. Way Passenger Accommodation, 11:30 P. M.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 10 o'clock. Pittsburgh Express, leaving on Saturday night, runs only to Harrisburg.

Cincinnati Express leaves daily. All other trains daily except Sundays and public holidays.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 118 Market street.

Sunday Train No. 1 leaves Philadelphia at 8:40 A. M.; arrives at Paoli at 9:40 A. M. Sunday Train No. 2 leaves Paoli at 6:50 A. M.; arrives at Philadelphia at 8:10 P. M.

Cincinnati Express arrives at DEPOT. 8:10 A. M. Philadelphia Express, 8:30 A. M. Erie Mail, 8:30 A. M. Paoli Accommodation, 8:30 A. M. Parkersburg Train, 9:00 A. M. East Line and Buffalo Express, 9:35 A. M. Lancaster Train, 9:40 A. M. Erie Express, 9:40 P. M. Lock Haven and Elmira Express, 9:40 P. M. Paoli Express, 9:40 P. M. Harrisburg Accommodation, 9:40 P. M.

For further information apply to JOHN F. VANLEER, Jr., Ticket Agent, No. 118 MARKET STREET, PHILADELPHIA, or to FRANK FUNK, Ticket Agent, No. 118 MARKET STREET, PHILADELPHIA.

The Pennsylvania Railroad Company will not assume any risk for baggage, except for wearing apparel and limited responsibility for articles of value, unless taken by special order of the owner, unless taken by special order of the owner, unless taken by special order of the owner.

A. J. CASSATT, General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-EAST PENNSYLVANIA, SCRANTON, PITTSBURGH, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

Takes effect May 10, 1870. Sixteen Daily Trains leave Passenger Depot, corner of Broad and American streets (Sundays excepted), as follows:—

7:00 A. M. (Accommodation) for Fort Washington. 7:35 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Watery, and in connection with the Erie Railroad, WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Hazleton, Schooley Mountains, and N. J. Central and Morris and Essex Railroads.

11:30 A. M. (Accommodation) for Fort Washington. 1:15, 3:30, and 6:20 P. M. for Allentown. 1:45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Hazleton, Schooley Mountains, and N. J. Central and Morris and Essex Railroads.

2:30 P. M. (Accommodation) for Doylestown. 4:15 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk. 6:20 P. M. (Accommodation) for Lansdale. 8:00 and 11:30 P. M. (Accommodation) for Fort Washington.

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot. TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8:05, and 10:35 A. M.; 2:15, 5:05, and 8:25 P. M. Fort Washington at 9:20 and 11:20 A. M., 3:10 and 9:45 P. M. Allentown at 2:35, 4:55, and 6:45 P. M.

Philadelphia for Fort Washington at 9:30 A. M. Philadelphia for Doylestown at 2:00 P. M. and 7:30 P. M. Doylestown for Philadelphia at 6:30 A. M. and 11:30 P. M. Fort Washington for Philadelphia at 9:30 A. M. and 11:30 P. M. Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 208, FIFTH STREET, Philadelphia, May 15, 1870. ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.—TIME TABLE. On and after MONDAY, July 15, 1870.

Leave Philadelphia at 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown at 6:55, 7:55, 8:20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. The 8:20 down train, and 2:35, 3:45, and 5:15 up trains, will not stop at the Germantown Branch.

ON SUNDAYS. Leave Philadelphia at 9 A. M., 2, 4, 6, 7, and 10 P. M. Leave Germantown at 8 A. M., 1, 3, 5, 6, and 9 P. M. Leave Chestnut Hill at 7:40, 8, 9:40, and 11:40 A. M., 1:40, 3:40, 5:40, 7:40, and 10:40 P. M.

ON SUNDAYS. Leave Philadelphia at 9 A. M., 2, 4, 6, 7, and 10 P. M. Leave Chestnut Hill at 7:40, 8, 9